



# The Klingle Road Environmental Assessment

Department of Public Works  
District Division of Transportation  
Government of the District of Columbia  
Anthony A. Williams, Mayor

Klingle Road is located in Northwest Washington, DC and runs west to northeast from the Washington National Cathedral to Beach Drive in Rock Creek Park. The segment of Klingle Road between Porter Street and Cortland Place was closed to traffic in 1990 due to deterioration of the roadway related to drainage failure. Failure of the drainage system has resulted in severe deterioration of the roadway, headwalls, and underlying stormwater system. Klingle Road is listed as a minor arterial roadway for vehicular traffic on the District of Columbia's Functional Classification Map. Minor arterials provide connections to principal arterials, the primary traffic carriers in the city. Reconstruction of the roadway and associated infrastructure was initiated but later cancelled. Klingle Road remains a right-of-way on the federal-aid system and has not been administratively closed.

The need to perform an Environmental Assessment (EA) evolved when plans were developed in the early 1990s to reconstruct the roadway and drainage system. Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, all federally funded transportation projects and selected use of the road segment must undergo an environmental review. Any use of federal transportation funds requires a review of environmental factors. In August 1999, The Louis Berger Group, Inc. was awarded the contract by the District of Columbia Department of Public Works, District Division of Transportation (DDOT) to perform an EA for the closed portion of Klingle Road.



A public meeting was held on March 15, 2000 to solicit comments on the preliminary alternatives proposed for study and to provide information concerning the EA. Preliminary alternatives included both motorized and non-motorized uses of the roadway. Information has been collected on socioeconomic characteristics, biological resources, geological resources and traffic. The following page highlights the information on each alternative provided in these studies.

## **Alternatives Considered for Evaluation in the Klingle Road EA**

Based on information provided by the DDOT, agency review, and public input, several alternatives are being considered as part of the EA. The alternatives listed refer to the portion of Klingle Road that is currently closed to traffic between Porter Street and Cortland Place.

### **Alternative A: The No Action Alternative**

The No Action Alternative must be studied under NEPA guidance for EAs. Under the No Action Alternative, Klingle Road would remain in its current closed condition. The DDOT would continue to be responsible for maintaining this stretch of roadway. Under this alternative, no improvements would be made to the roadway and the current state of maintenance would not be enhanced.

### **Alternative B: No Build Alternative**

This alternative differs from the No Action Alternative in that drainage problems would be addressed; however, Klingle Road would remain closed. Under the No Build Alternative, all existing drainage related damage and deficiencies in the Klingle Creek watershed would be corrected.

### **Alternative C: Green Space Alternative**

Under Alternative C, Klingle Road would be permanently closed and the existing road would be removed allowing the area permanent closure to return to a natural state. Drainage systems would be repaired and necessary stormwater improvements implemented.

### **Alternative D: Bike Recreation and Facility Management**

Under this alternative, the closed portion of Klingle Road would be closed to traffic and converted to a bike path with appropriate resurfacing. The area of closure would be rebuilt as a recreational area and all existing drainage related damage and deficiencies in the Klingle Creek watershed would be corrected. Under Alternative D, an access for utility service vehicles would also be provided.

### **Alternative E: Rebuild Klingle Road to Original Alignment**

Alternative E would involve the rebuilding of Klingle Road to its original dimensions and the repair and/or replacement of drainage related damage and deficiencies. Under this alternative, Klingle Road would be opened to two-way vehicular traffic.

### **Alternative F: Build Klingle Road to Accommodate Vehicular, Pedestrian, and Bicycle Uses**

Under Alternative F, Klingle Road would be built and widened from the original dimensions to accommodate two-way vehicular and pedestrian and bicycle uses. All existing drainage related damages and deficiencies would be addressed.

### **Alternative G: Build Klingle Road as a Single Lane Road and Pedestrian/Bicycle Lane**

Alternative G would involve the rebuilding of Klingle Road as a single lane road and a pedestrian/bicycle lane. All existing drainage related damage and deficiencies would be addressed.